Rivan Harness Installation Guide

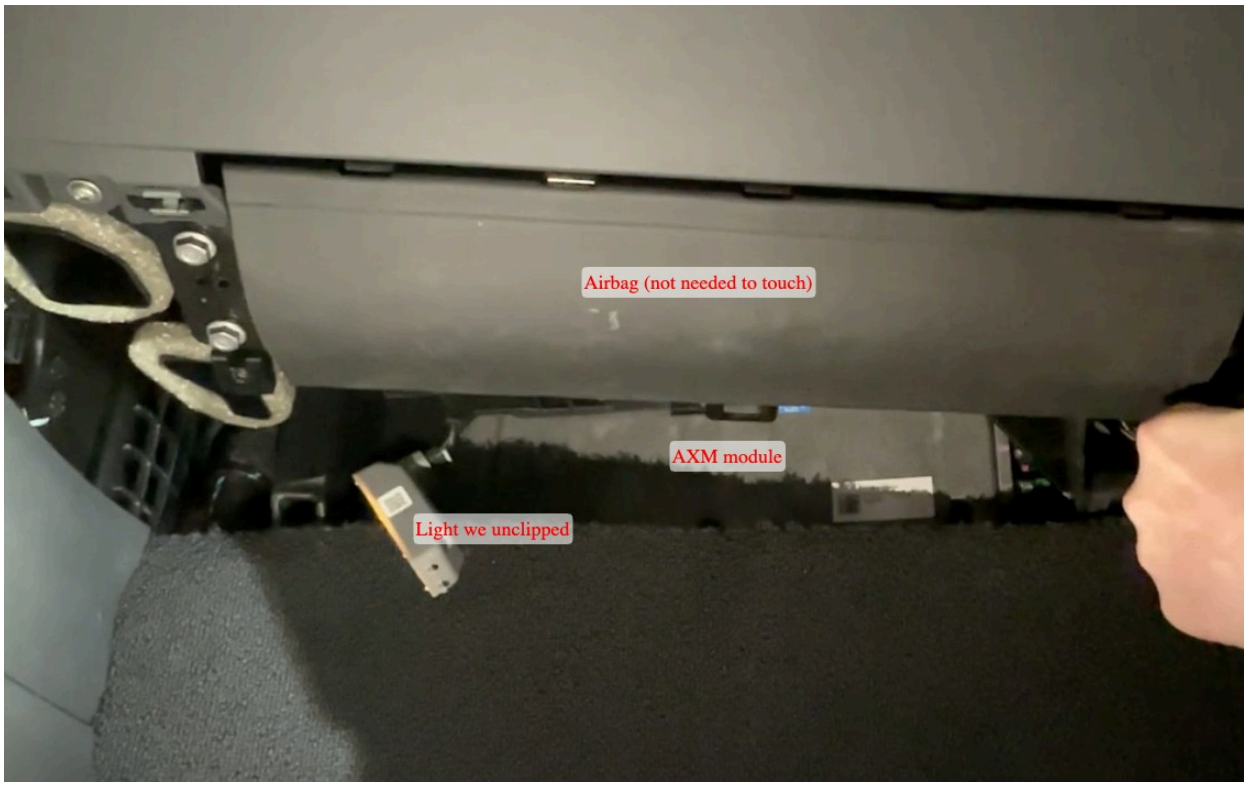
Note: *the footwell is not a comfortable place to work. Push the seat as far back as possible and consider getting a small blanket/pillow as you will want to rest your head on the footwell floor and look up to see everything*.

1. In the footwell, remove this plastic panel. It has 2 screws (where the red arrows are pointing), and the light clips into the clear plastic housing shown. The light has slack so mostly removing the panel is possible, and then from the rear you can unclip the light. Move the light to the side for now. While the light is very useful, the Rivian will power it down after some minutes of inactivity so you don't want to rely on it for illumination.

The 2 screws have a Torx-type head (size needs to be confirmed):

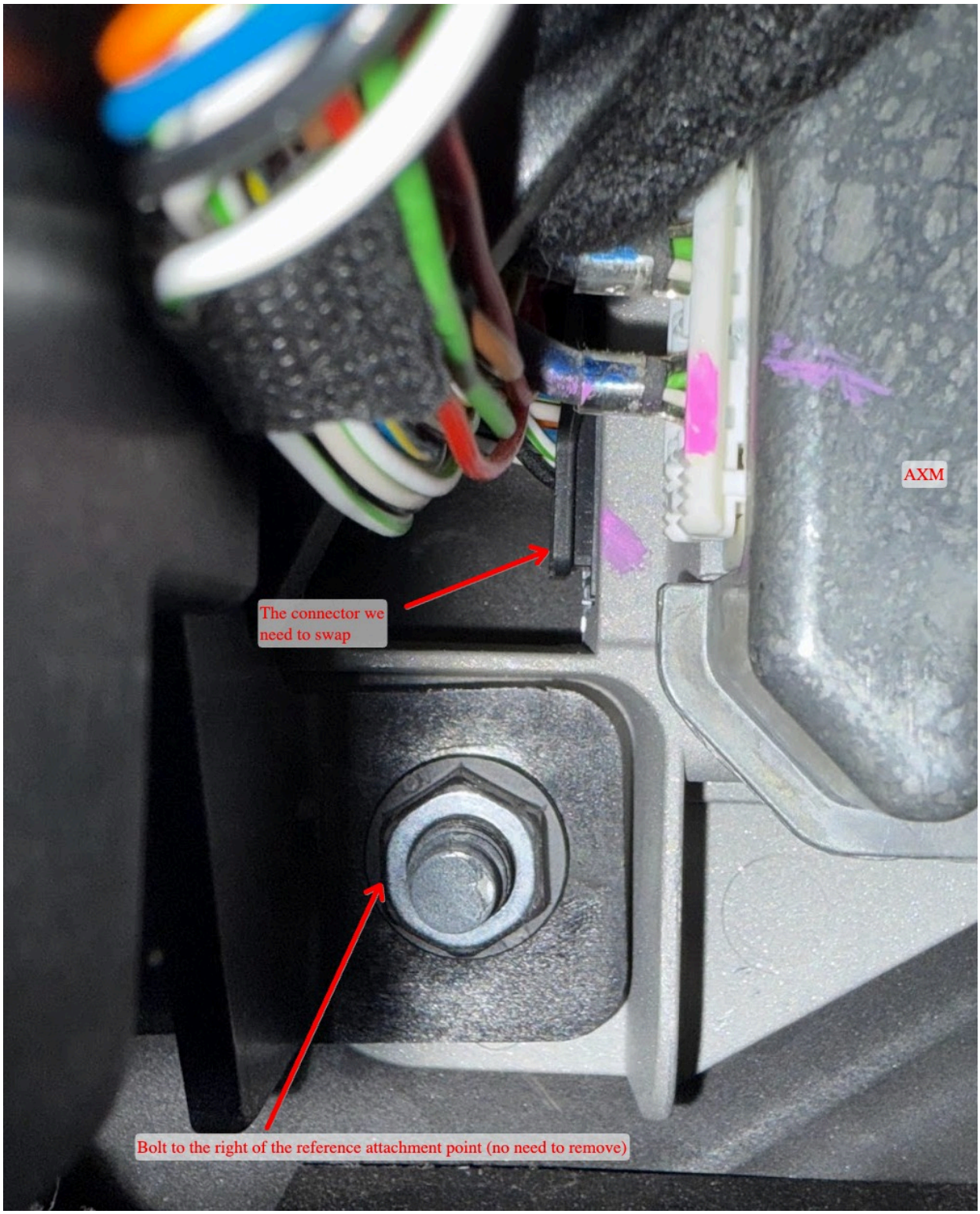
2. Once removed, do your best to get a lot of illumination. You should see something like this

Or, crudely labelled:



The AXM connector that we need to take out and replace with the harness one is directly behind the arrow below:

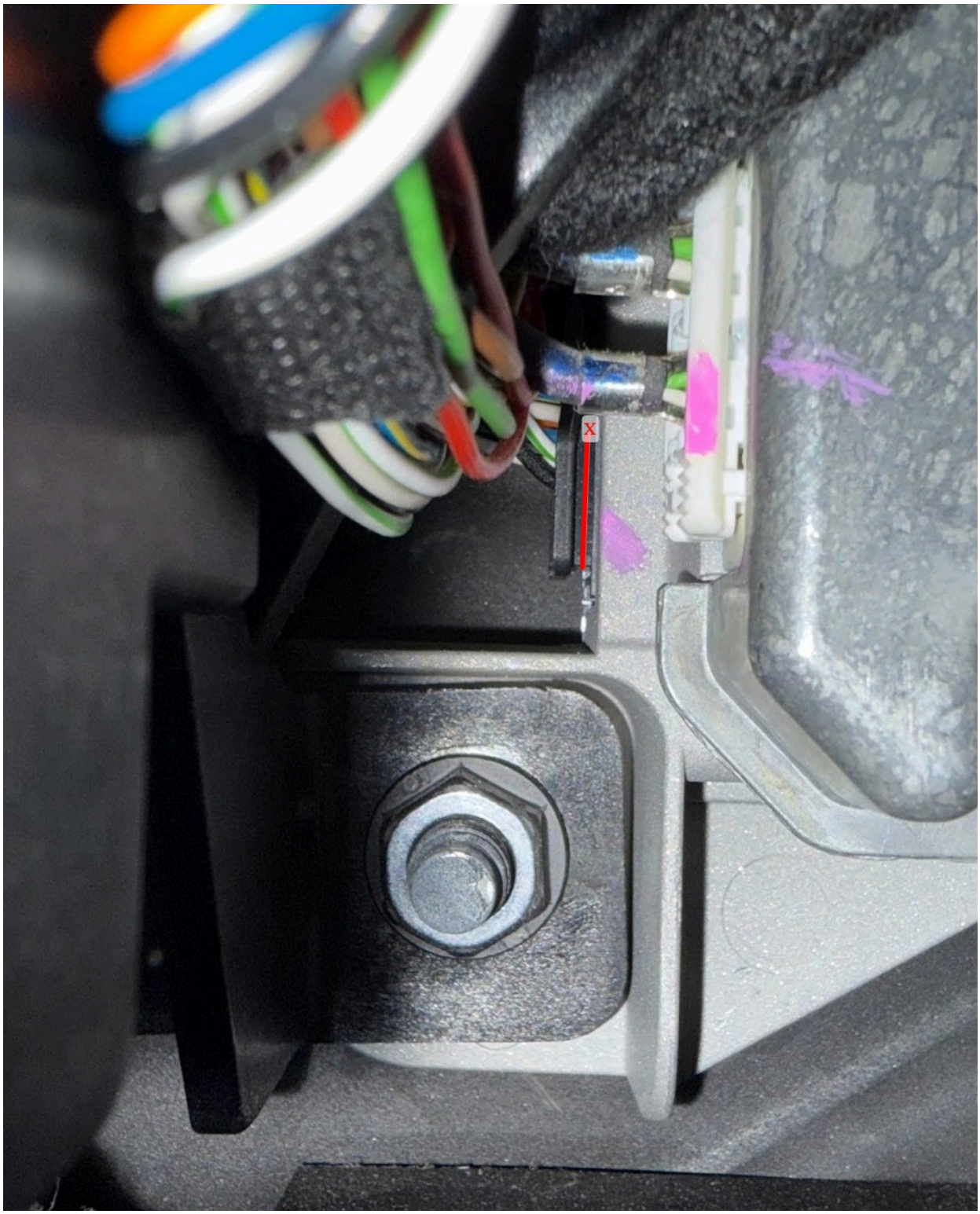
The carpet likely has some slack - do your best to loosen that and get as much light as you can, and if you look deeply to the right of the reference point (which is a mount point for the fuse box), you should with luck be able to see the contents below. Note, you do not need to unbolt the bolt just to the right of the reference point. This is how the fuse box is mounted and there are 4+ total points. You can unbolt or loosen that bolt (be careful not to have the bold drop down - it'll be gone forever below your carpet! Ask me how I know) and it may give you slightly more access, but it is not needed.



Again, illumination is key. Access is narrow but to hold the wiring harness with one hand and use your feel to access this part equals two hands, which leaves none to hold a light. You may

want a helper to shine a light but the angle is difficult as the reference point bracket blocks light from the left side.

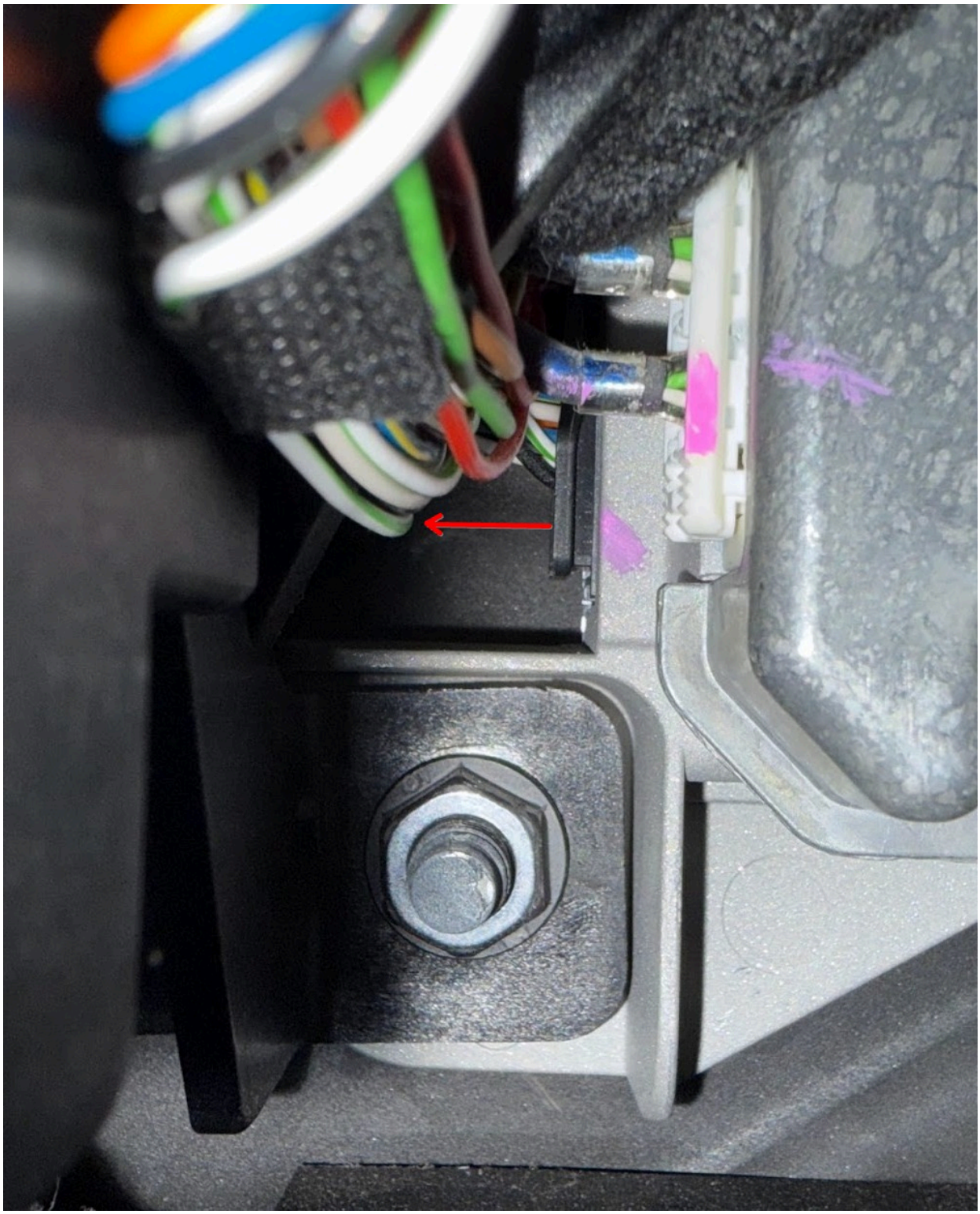
With a flat head screwdriver and having gotten access, you want to slide the end as close to the X as possible in the image below:



READ THESE NEXT FEW SECTIONS TOGETHER - BEFORE YOU TAKE OUT THE EXISTING CONNECTOR THERE ARE SOME SUGGESTIONS IN THE FOLLOWING STEPS

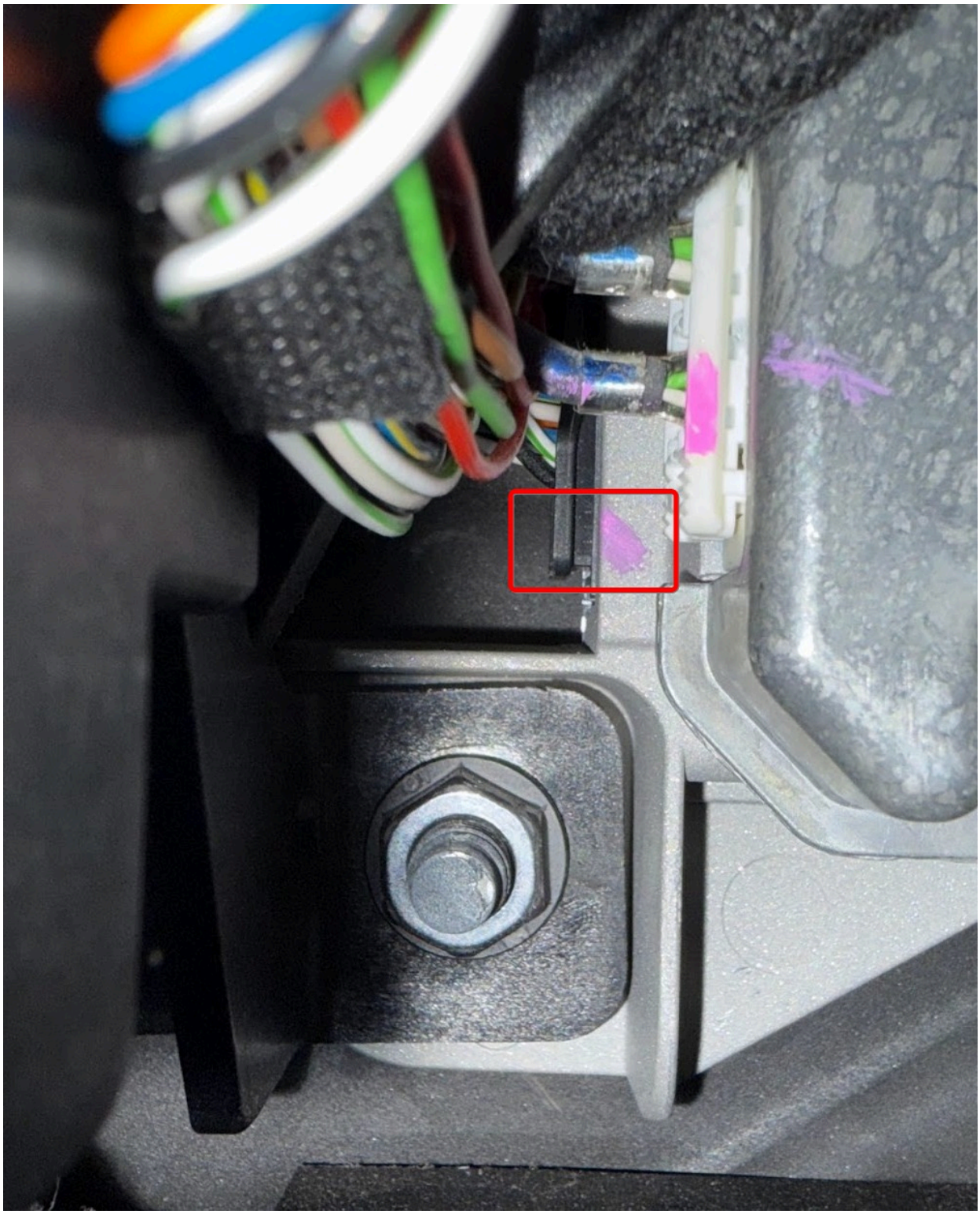
This is where the retaining clip is. With some trial and error and swearing and repositioning yourself, you should be able to get the clip and then use the flathead screwdriver to push the male connector out (in the direction of the arrow below) by putting the screwdriver where the red line is and pushing the connector away from the housing.

The existing connector does not “disappear” when removed, so you shouldn’t lose it - but to be safe you may want to tape the existing harness wires somewhere to keep them accessible.

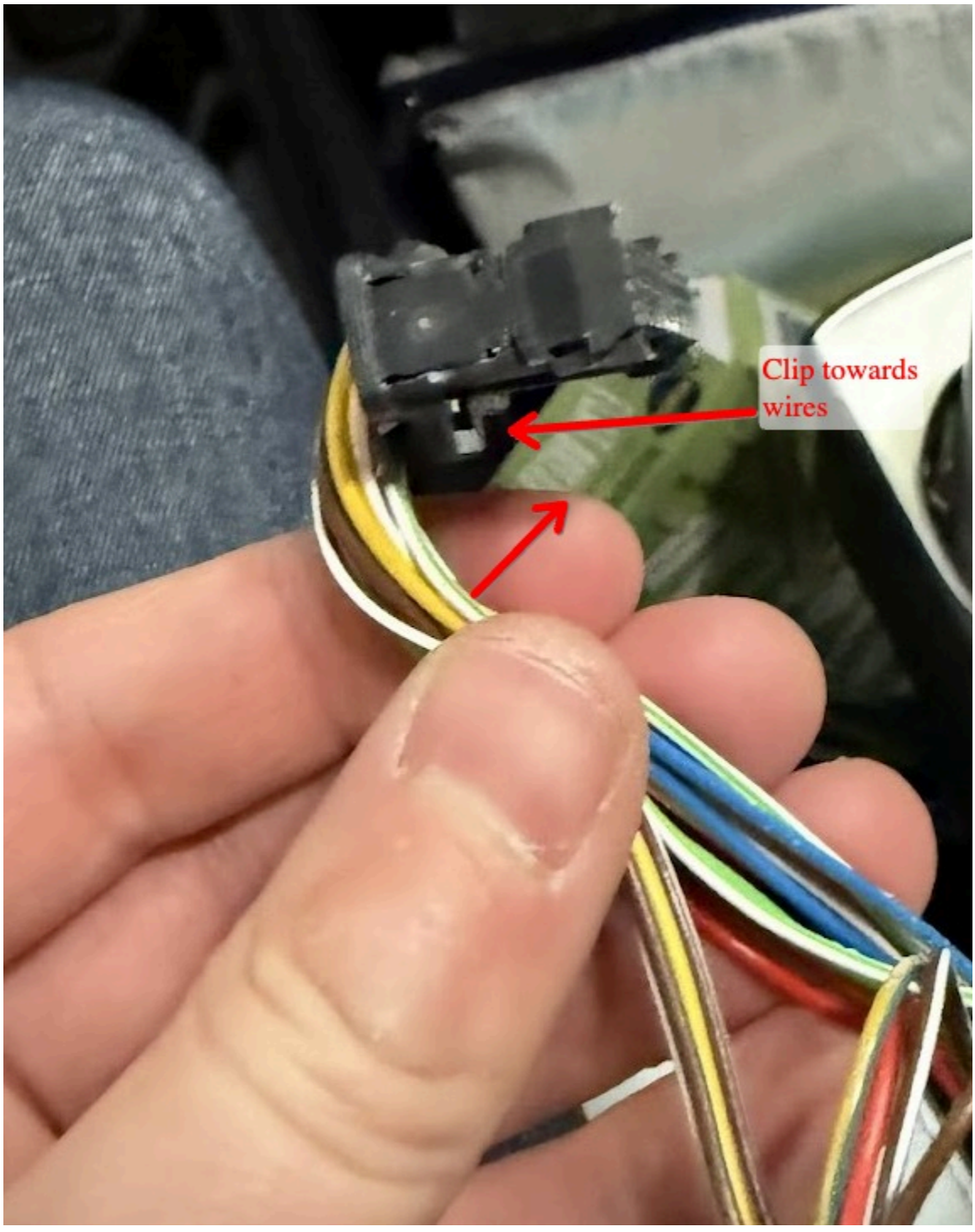


Once the connector is removed, you will want to bring it out through the gap and affix it somewhere so that it doesn't block your vision and is accessible to attach to the new "man in the middle" harness you are installing.

My AXM had this pink paint mark (in red box below) - make a note (or take a photo) of where it “hits” the connector, as this will be an important reference point for the insertion of the new one.



For insertion of the new “man in the middle” harness, you have to align the cable head (with clip towards you) into the AXM at the right depth and vertical point (think Z and Y axis if helpful), while having the cables come out towards you. There is a lot of excess space for the connector to enter this area, so the most effective way seems to help create the right angle by *gently* angling the cables coming out of the black, male connector back on itself.

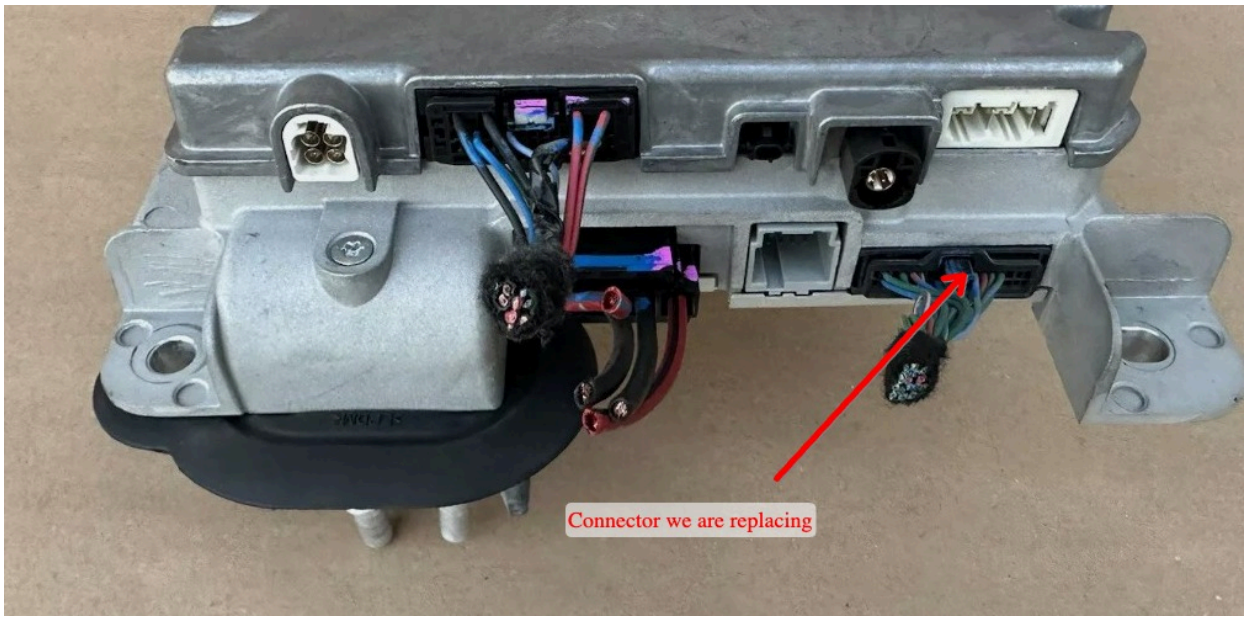


I've attempted to illustrate this in the image above - you want to have the connector enter with the cables almost doubling back, so that when you release the connector it "stays" at a close to 90 degree angle to the cables.

Then, holding the wiring harness, you want to have the plug enter this gap that you're looking at, and try and align the depth and vertical height with where the female is (without seeing the female!).

When you are stuck in the footwell with low light, it can be difficult to judge how and where to align the connector.

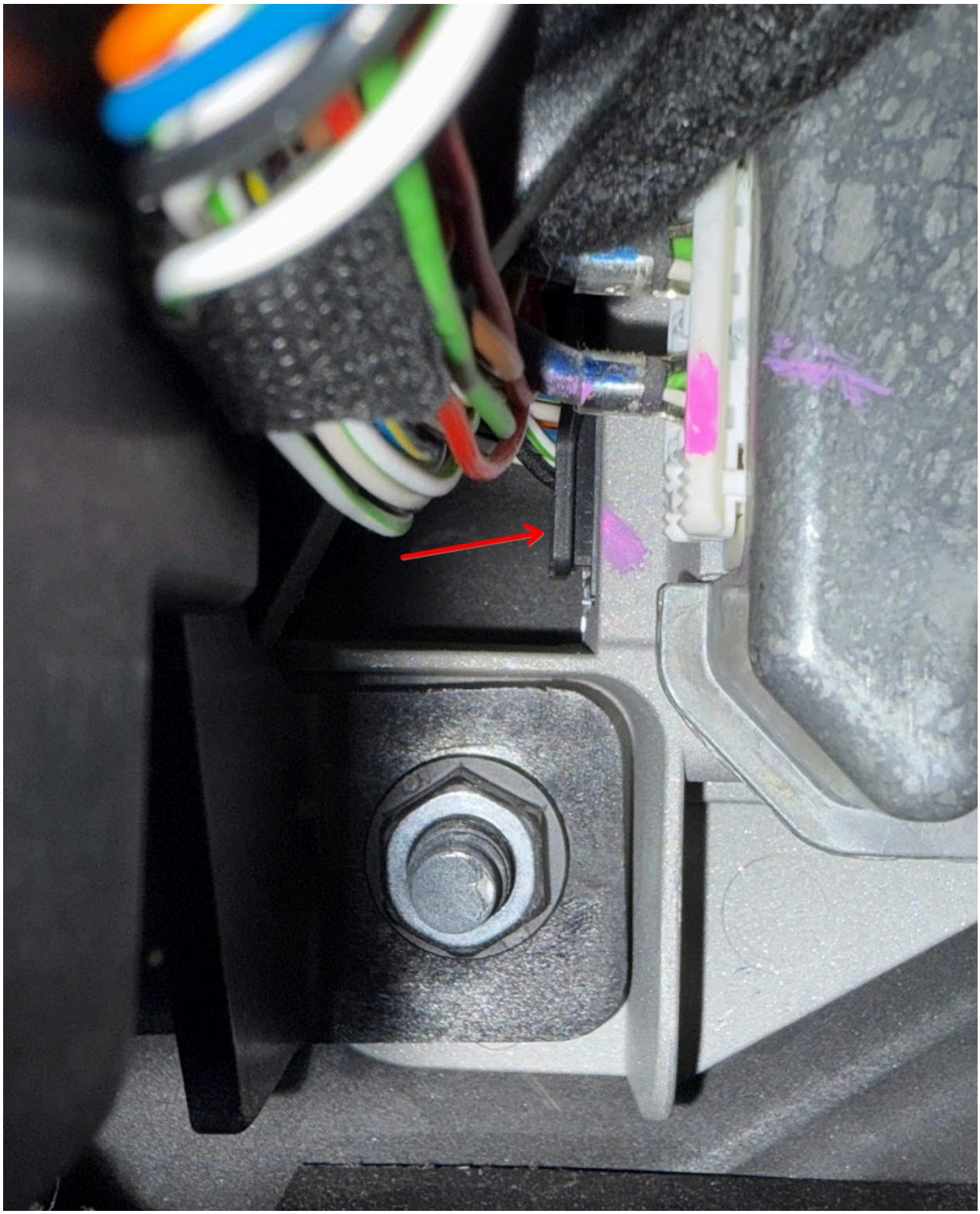
Here's an image of the part (not mine, ignore the cut off cables!).



So note that:
(1) the connector we want is not immediately adjacent/deeper than the nearer white one
(2) the right hand edges in this photo (or lower edges in real life) of the white and our connector are roughly aligned.

With that, it's now trial and error. You want to try and line up the new connector with where the old one was, and have it oriented so it can go straight into the AXM.

With luck and multiple attempts, you can line it up and then press in with a flathead screw driver at the red arrow below.



It will then be inserted. You may not hear a click from the clip.

That’s basically it! You want to take the existing connector that was here and connect it to the other end of the harness wiring.

Note: you will likely need to “reset” your Rivian (button by left wheel and hazards) to clear any errors. *If errors persist, something got dislodged (ruh roh) or the connectors are not inserted fully.*

I think that you can clear errors without the Comma 3 powered on/connected, so you may want to check all errors clear before putting back the panel with the footwell light.

Once the harness is installed, never disconnect the harness box. It passes all the connections through, even if the comma3x is not connected to it.

The last step is to connect the harness box to the OBD port with an ethernet cable to power the comma 3x.